

10/12

# THE TEAM OWNERS' REVIEW

Official Organ: The National Team Owners' Association.  
American Association of Transfer Companies.

U.S. DEPARTMENT OF AGRICULTURE  
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## HOW IS YOUR WAGON GEARED?



You are going to build some new wagons—have you selected your gears?  
No!—well select the right kind. Get exactly what you want:

### GEARS

That are adapted to your conditions.  
That are made from the best material, by the best workmen.  
That are thoroughly tried and tested.  
That are conceded the best in the world.  
That are worth much more than they cost.

In other words **Get the Selle Gears.**

Manufactured by

**The AKRON-SELLE COMPANY, Akron, Ohio,**

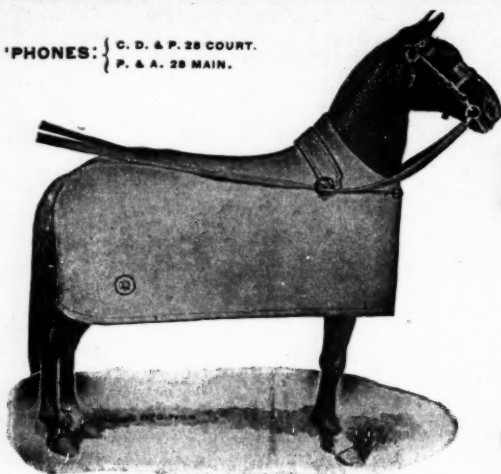
We build Heavy Wagons for all purposes.

Write to-day for the Illustrated Catalogue No. 5.

DECEMBER, 1911

THE TEAM OWNERS REVIEW.

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Manufacturers of the  
Famous

**STAG BRAND WATERPROOF**

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WAGON  
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FOR SALE BY ALL LEADING SADDLERS  
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**Pittsburg Waterproof Co.**

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TO YOUR HORSES  
USE FRAZER'S AXLE GREASE  
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Recognized as the STANDARD Axle Grease  
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loaded heavy and a saving of both time and money  
is made, one greasing lasting two weeks or longer.  
Ask your dealer for FRAZER'S with label on. It saves  
your horse labor and you too.

SOLD EVERYWHERE.

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142 MICHIGAN STREET, CHICAGO.



**Locates Lameness**

Simply bathe the limbs with Tuttle's Elixir; then  
watch for the little water blisters. That's where your  
horse is lame. Where there is no lameness, the Elixir  
will dry out like water.

The least sign of spavin, lameness, curbs, shoe boils,  
thrush, swellings or colic, founder or distemper should  
be "nipped in the bud." Do not let another day pass  
without getting a bottle of

**Tuttle's Elixir**

It is the best horse insurance possible. A sure cure for  
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crease the value of your horse.

**Best Leg and Body Wash.**

Because by adding water the lotion can be made just  
the desired strength for the true condition of your own  
horse. In use in over 100,000 stables.

Your dealer sells Tuttle's Elixir. If not, send us his  
name and 50 cents in stamps and we will send a large  
bottle prepaid, together with "Veterinary Expe-  
rience," a book of valuable information to every  
horse owner. Write for that to-day, anyway, enclosing  
2c. stamp for postage.

TUTTLE'S ELIXIR CO., 200 Beverly St., Boston, Mass.

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THE  
GREATEST AND SAFEST DEVICE  
EVER INVENTED

FOR

**Hoisting Pianos, Safes, Etc.**

ALSO

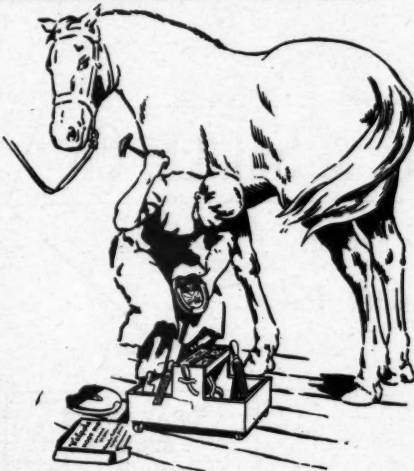
**Piano Lifting Belts, Piano Covers,  
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Piano Slide Trucks.**

ALL KINDS OF

**Safe, Piano and Machinery Movers  
Tools.**

1 City Square,  
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District,

**Wm. H. Breen, BOSTON, MASS.**



## Walpole

**Rubber  
Heels  
Make  
Your  
Horse  
Go  
Sound**

Because they make it possible to overcome the most stubborn cases of Soreness, Tenderness, Bruises or Corns, and prevent slipping on frosty pavements.

Walpole Rubber Heels are an insurance on your horse's feet. Every time a horse gets sore and tender, and has to lay off a day, a week or a month, that costs you money. By using these heels you protect his feet in a way that no hoof-pad or bar shoe can do.

Each heel has on the hoof side a patent spring steel plate that fits the heel in a firm, even way. It reinforces the heel so that it will stand water, snow or slush, and cannot become soft and work up on the tender spots, bruises or corns, and thus cause lameness.

Ordinary hoof pads have no reinforcement and offer little resistance to water. They quickly become floppy and annoying to the horse. The spring steel plate not only overcomes this fault, but serves as a protection also to the rubber heel, therefore giving much longer wear.

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See that your horseshoer puts on a pair of Walpole heels the next time you have your horse shod. In the unlikely event of his not having them, he can quickly get them for you. It will pay you to insist upon them.

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—When he develops a Spavin, Curb, Splint, Ringbone or any other lameness—don't risk losing him through neglect—don't run just as great a risk by experimenting with unknown remedies—don't pay a big veterinary bill. Use . . .

### Kendall's Spavin Cure

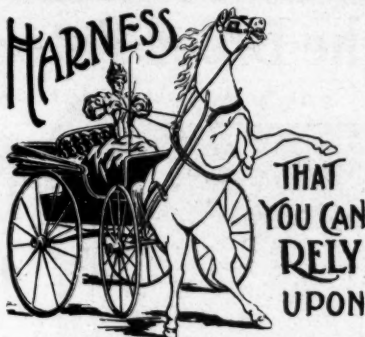
and cure it the quickest and safest way. Read what W. W. Brown of Content, Alta, writes—

"I have used your Spavin Cure for years and have completely cured Foot Rot in my herd of cattle and Splints and Spavins on horses. I find that it cures wherever it is faithfully applied.

Thousand of other horse owners have had the same experience. For over 35 years Kendall's Spavin Cure has been the old reliable remedy. It has saved thousands of dollars for horse owners. Go to your druggist—get a couple of bottles to keep on hand. Price \$1 per bottle—6 bottles for \$5. Ask him also for free book "Treatise on the Horse"—or write direct to us.

Dr. B. J. Kendall Co.,  
Enosburg Falls,  
Vermont,  
U.S.A.

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THAT  
YOU CAN  
RELY  
UPON

## Direct to the User

at lower prices than small dealers are often obliged to pay. Visit our Factory and Show Room. We save you one-third on Horse Blankets and Stable Supplies.

Write for or ask to see our No. 586 Special Teamster's Blanket. It's a world beater.

It weighs 9 pounds, 90 x 96 inches.

Price \$2.25.

**Pittsburgh Harness Supply Co.**

325-327 Penn Ave., PITTSBURGH, PA.



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711 Liberty Street,  
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RAILROAD RECEIPTS  
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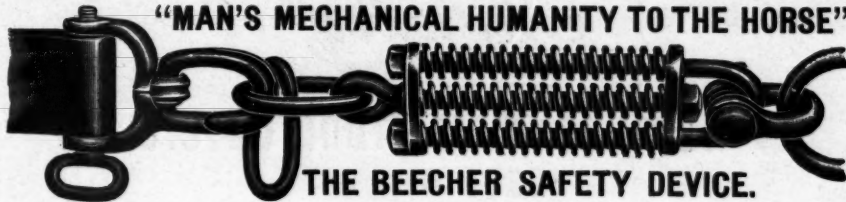
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## Beecher Draft Spring Co.,

New Haven, Conn.

Write for Catalogue.



"MAN'S MECHANICAL HUMANITY TO THE HORSE"

THE BEECHER SAFETY DEVICE.

CONVENIENT, DURABLE,  
PRACTICAL.

Manufacturers of Open Link, Rope Traces, and Lap Loop.

## The Commercial Vehicle

Published Monthly.

231-241 West 39th St.

New York.

Team owners and livery men throughout the country are seeking exact information about motor driven vehicles. This can be found in the pages of "The Commercial Vehicle" which are devoted exclusively to commercial motor vehicles. The subscription price is Two Dollars a year. A sample copy will be mailed to any address on receipt of request.



HIGHEST AWARD

World's Fair, Chicago, Ills., 1893.

World's Fair, St. Louis, Mo., 1904.

EVERY TEAMSTER Should try this Polish. You will be surprised how quick it works. Once used always used. Sold by the leading harness houses the world over.

3 OZ. BOX, 10 CENTS. 5 LB. PAIL, \$1.00

## Keep your harness

soft as a glove  
tough as a wire  
black as a coal



## EUREKA HARNESS OIL

goes right into the leather, making it water proof. Prevents destructive "drying out" and cracking. Keeps the leather soft and pliable, making it stronger, more durable, and of a richer black.

Eureka Harness Oil contains no acid, nor will it soil the hands or the horse.

No trouble to apply.

Order today—Sold by dealers everywhere.

THE ATLANTIC REFINING  
COMPANY  
(Incorporated)



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*Shuredry*  
FAMOUS WATERPROOF

## Famous Waterproof Covers, "BEST BY TEST"

Even the **SEAMS** are Waterproof.

The Thread in the Seams is Protected from Rotting.

Rotting of the Thread has been a Serious Complaint with  
Tarpaulins Imitating "SHUREDRY."

WE SELL TO THE TEAM OWNER DIRECT.

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CINCINNATI, OHIO, Rep.  
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## The Planet Improved Steel Bottom Feed Bag

The Planet Improved Steel Bottom Feed Bag is designed to furnish the most durable bag that can be made, and at the same time a bag that can be washed and kept clean. The bottom is made of sheet steel, thoroughly galvanized to prevent rusting. It is fastened to the duck by spring steel flat wire, and a cord stitched in the bottom of the duck makes it impossible for the bag to be pulled apart. A reinforcement of leather under the grommets adds strength where it is needed.

Perfect ventilation is secured by our regular leather ventilators in the sides of the bag and a special ventilator in the bottom, the latter also permitting any dust in the oats to be sifted out.

The bottom being of sheet steel, rust-proof, and the sides of duck, the bag is not affected by water, and can be washed



out and kept sweet and clean. The importance of cleanliness is appreciated by the man who values his horse.

The Planet Improved Steel Bottom Feed bag is made up in three weights of duck, and in three styles, giving a complete line as to cost and equipment. We recommend the heaviest weight of duck as the cheapest in the long run.

The bottoms are the same in all the bags, and all bottoms are ventilated. The No. 1 bag has no ventilators in the sides, but the No. 2 and No. 3 have two side ventilators. They are all furnished with plain rope, with overhead straps, or with our patent pulley attachment.

### PRICES PER DOZEN.

	Ropes.	Straps.	Pulleys.
No. 1—S.	\$7.00	\$8.60	\$11.00
No. 2—S.	8.00	9.60	12.00
No. 3—S.	9.00	10.60	13.00

MANUFACTURED ONLY BY

**THE PLANET COMPANY,**  
WESTFIELD, MASS.

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# THE TEAM OWNERS REVIEW

A Monthly Journal published in the interest of the Team Owner of the United States and Canada

ENTERED AS SECOND CLASS MATTER IN THE PITTSBURGH POST OFFICE

Vol. X

PITTSBURGH, PA. DECEMBER, 1911

No. 12

## THE TEAM OWNERS REVIEW.

OFFICIAL PUBLICATION OF  
THE NATIONAL TEAM OWNERS ASSOCIATION  
AND  
AMERICAN TRANSFERMEN'S ASSOCIATION.

PUBLISHED ONCE A MONTH

AT  
705 RENSLOW BUILDING,  
PITTSBURGH, PA.

BY  
THE CONSOLIDATED PUBLISHING COMPANY, INC.

ERNEST H. HEINRICH.....PRESIDENT-EDITOR.  
S. ZINMEISTER.....SECRETARY.  
W. D. QUIMBY,.....NEW ENGLAND REPRESENTATIVE.  
79 Portland St., Boston.

THE TEAM OWNERS REVIEW is published in the interest of the men and companies who are engaged in what may be comprehensively called "the Trade of Teaming," to which belong Transfer Companies, Express Companies, Truckmen, Carters, Hauling Companies, Livery Stable Owners, etc., etc.

### TERMS OF SUBSCRIPTION.

In the United States or Dominion of Canada, \$1.00 per year, which is payable in advance.  
To Foreign Countries, \$1.50 per year.  
If you wish your address changed, be sure to give the old as well as the new address.

### ADVERTISING.

Card of rates sent promptly on application.  
Orders for new advertising, or changes intended, should reach this office not later than 15th of month, to insure insertion in the current number.

### CORRESPONDENCE.

Please mail all correspondence for publication, so as to reach publication office by the 15th of month.  
Write on one side of the paper only.

Write all names plainly. When writing over an assumed name, always give the editor your right name also, as anonymous communications cannot receive attention.

THE TEAM OWNERS REVIEW,  
PITTSBURGH, PA.

### The National Team Owners' Association.

#### Officers:

I. Goldberg, New York City.....President  
W. H. Fay, Cleveland, Ohio.....1st Vice President  
Chas. J. McDermott, Phila., Pa., 2nd Vice President  
W. J. McDevitt, Cincinnati, Ohio.....Treasurer  
Frank F. Tirre, St. Louis, Mo.....Secretary

### American Transfermen's Association.

#### Officers:

J. C. Howell, Chattanooga, Tenn.....President  
J. M. Dunn, Richmond, Va.....1st Vice President  
W. J. Daunt, Bay City, Mich.....2nd Vice President  
Jesse O. Wells, Des Moines, Ia.....3rd Vice President  
W. A. Brown, St. Joseph, Mo.....Sec'y & Treas.

We heartily commend to our readers the perusal of an article in this paper about the Hamilton Team Owners Association and its demise. Unfortunately what that writer says about the transfer men in his own town, has been true about the men and firms in the teaming trade in most places. It seems an extraordinary fact, that even the keenest competitors in almost any business find it no difficulty to get together and form an organization for their mutual benefits, protection, profits and advancement. But in the teaming trade it has been exceedingly hard. True enough, we have made great progress towards a betterment in those conditions within the last ten years, but after all we have not accomplished as much as we ought to have done. It is true that we have team owners organizations in most of the large cities, and it is equally true, that we have a National Association. Nevertheless, considering the importance of the teaming business, the conditions prevailing in the trade, there is no other branch of the commercial and industrial interests of our country where organization is so much needed and where so much can be done for the individual members engaged in it, as in the teaming business. And we all must admit, that the causes which our correspondent so faithfully quotes in his letter, are those which have been the

A Merry Christmas

and a

Happy New Year



main stumbling blocks in the way of the organization everywhere. Petty jealousies, price cutting and job stealing have done the trick, with the result that one transfer man has little or no confidence in another man in his business.

Now, we all know that it is this condition of affairs which has stood in the way of success and progress in the teaming business, and we want to ask our readers whether it is not about time to quit.

The teaming trade of this country has the same, if not better opportunities, than many others, and the sooner the team owner will realize this the better it will be for him and everyone concerned in the trade.

Wherever the men have come to recognize these facts, have formed an organization among themselves and made a success of it, they have come to this conclusion.

It is gratifying to us to record that there are such organizations in this country, organizations that have been and are a great success, whose members will tell you, that it was the best thing they ever did when they came together and formed an association.

But what THE TEAM OWNERS REVIEW wants, hopes and works for is, that every city, town or hamlet in this country, where there are only three or four team owners located, they ought to come together and form among themselves an organization good for each member and of benefit to all.

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The three hundred members of the Team Owners Association of the City of Pittsburgh are indignant because the Department of Public Works makes its traffic regulations without considering or consulting them; and we think the team owners are justified. The teaming interests of Pittsburgh are large and important. Millions of dollars have they invested in horses, vehicles and motor trucks. They are property holders and taxpayers. All traffic regulations affect their business, because they control all the horse and vehicle traffic. It is therefore not unreasonable for these men to have their interests considered when new traffic regulations are contemplated. Who is there that can give the Department of Public Works better and more valuable information on the subject of traffic regulation than the

team owner? That is what they do in other cities, in New York, in Boston, in Philadelphia, in Chicago, in St. Louis. Things are not what they used to be. The teaming interests are everywhere associated in organizations, where the members aid each other and co-operate in the protection of their mutual interests.

Their interest in any street and traffic regulations is important and deserving of consideration, and we hope that the Pittsburgh Department of Public Works has not ignored the teaming interests intentionally, but merely through inadvertence.

\*\*\*

By a happy coincidence the same mail which brought us the communication about the condition among the team owners in Hamilton, O., also delivered the letter from R. G. Martin of Buffalo. Mr. Martin is generally looked upon by the team owners of the National Association as the "Nestor" of the organization. He was present when the Team Owners Association of America was organized and he has ever since been one of its staunchest supporters. His remarks about organization are not only exceedingly interesting, but they are of great value because they come from a man who knows by experience both sides of the question of organization.

### THE BENEFIT OF THIS PAPER.

J. E. Toot, a horse breeder and dealer in live stock of Clyde, Kan., writes to THE REVIEW: "I was a visitor in Cleveland recently and attended a meeting of the Team Owners Association in that city, where I was very much interested and impressed with the progress team owners have made within the last few years. Please send me your paper for a year, as I would like the benefit of its information."

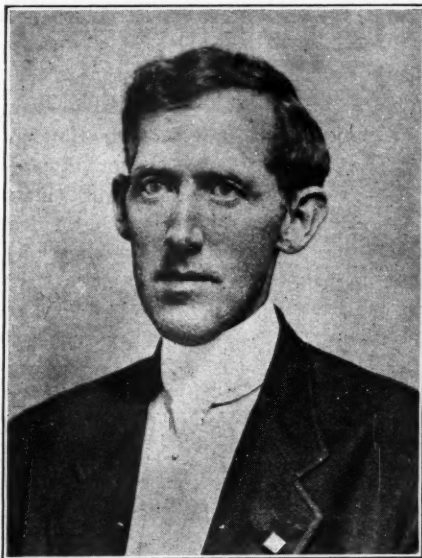
### WISHES SUCCESS.

R. B. Hanna, president of the Hanna Moving and Storage Company of Cleveland, O., sends THE REVIEW \$5.00 for subscription and concludes: "With best wishes for the continued success of your valuable paper."

**FROM THE NATIONAL SECRETARY.**

The following letter received by THE TEAM OWNERS REVIEW from Frank F. Tirre, secretary of the National Team Owners Association, will no doubt be read with much interest by everybody:

It has been some time since I have been able to write you relative to matters of interest to the teaming business. This I beg to assure you is not because I have lost interest in your valuable paper, but on account of the duties of my new position as National Secretary together with my local work I have had very little time to spare.



FRANK F. TIRRE,  
Secretary National Team Owners Association.

The news from the various local associations seems to indicate, that they are kept fairly busy. This office has not had as many responses as should have been received, but I feel that from now on, since the hot weather has left us, the local attendance and enthusiasm will increase, and more news will be had.

I am in receipt of a communication from Mr. H. S. Hastings, Secretary of the Federa-

tion of Employers' Associations of the Pacific Coast, main office 222 Commercial Club building, Portland, Ore., desiring to know what method has been found best in controlling and safeguarding transfer companies and coal agencies against thieving teamsters, also whether any of the companies or cities in the United States require that a teamster or driver shall be licensed, and if so, what has been the result? Also what the terms and fees charged for such license.

I have answered the above by stating that I knew of no city where the municipality required this except for carriage and baggage drivers. For further information I referred him to President Goldberg, as I felt that they had this question up in New York some time ago.

As to local news no doubt our secretary, Mr. Kuepfert, has kept you fully advised from time to time, but I am compelled to add a word of praise to that association for the elegant entertainment and dance given for its members last Friday evening at beautiful Trimp's Hall. This affair certainly was the best ever had by this association, and only tends to show what the local associations might do towards building up their organization via the entertainment route.

Some time ago I received a communication from our hustling secretary, Mr. Babcock, via Aerial Route from Minneapolis, but the puzzling part of this missive was that same arrived here before the birdman left that burg.

FRANK F. TIRRE, Secretary,  
National Team Owners Association.

**WORK HORSE PARADE IN PITTSBURGH.**

At the last meeting of the Team Owners Association in Pittsburgh, Pa., a proposition was made to the members to hold a work horse parade in that city on January 15 next, and a committee was appointed to bring the affair to a point. If the team owners take part in the show the details will be made known in the next issue of this paper.

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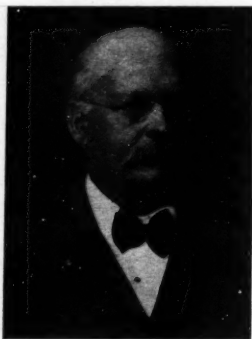
**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

**AN IMPORTANT COMMUNICATION.**

EDITOR THE TEAM OWNERS REVIEW,  
Pittsburgh, Pa.

Having just finished perusing the minutes of the meeting of the officers and delegates to the ninth annual convention of the National Team Owners Association, I noted the harmonious discussion on various subjects which came before them, and which gives time to consider and work out many good ideas advanced before the tenth annual meeting is called. Perhaps a suggestion from one who has been very much interested in the association since it was organized at St. Louis, when the team owners of that city were battling with the raging waters of the Mississippi river, would not be out of place.

Many will remember how many families in



R. G. MARTIN.

East St. Louis crossed the bridge to bring what little was left or what they could pile in a little cart arriving on the St. Louis side not knowing where they were to lay their heads. The freight houses in East St. Louis were nearly covered with water. Traffic on railroads and river was suspended. Still the team owners of St. Louis found time to attend and entertain the delegates who had gathered there. At the First Annual Convention of Team Owners we met as strangers. Men from the Atlantic to the Pacific met for the first time to talk over matters pertaining to the teaming trade. At that time there were very few local associations in the United States.

Those that existed were weak. Many are still weak. Why is this? Simply because many feel there are no benefits derived. Again, others feel they cannot stand the expenses; others are indifferent and say to themselves, "Let the others get the streets improved, better roadways at the various depots and boat lines, better facilities for delivering and receiving freight by the large transportation companies. I will benefit by their efforts without any expense to myself." If this reaches any such men, I hope they will at once change their minds and become active workers, build up their local associations, if they have one; if not, put their shoulder to the wheel and organize one. By so doing they will not only benefit themselves, but will assist others.

Why any local association should withdraw from the National Association I cannot understand. I am sure they have not thought carefully over the benefits they might obtain through the efforts of those in other cities. I occasionally receive a list of questions asking for an answer as to the conditions that exist in the city of Buffalo. I never allow one of these requests to pass without giving a full reply. This is no hardship, it is a pleasure. This is one of the great benefits of our National Association. I hope to be at the next convention and renew the acquaintances made and cement still stronger the friendship that exists on my part towards every member of the association.

It seems to me there is one very important matter that should appeal to every man or corporation in the teaming business. THE TEAM OWNERS REVIEW through its president, was the first to suggest the organization of a National Association. Its pages have always been open to all to express their views for the benefit of others and draw out something that might be very beneficial to themselves. Let every team owner subscribe for and be a reader of this valuable paper.

Yours truly,

R. G. MARTIN.

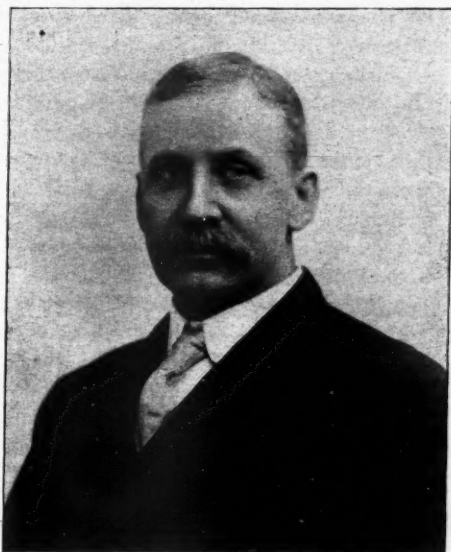
**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**



**WHAT HUPP TEVIS SAYS.**

We have had the busiest season this year we have ever known, for which we all give thanks.

I hear you are going to get out an anniversary edition on the first of January, and I think it a good thing to do; but I must say I am sorry to note the apparent apathy on the part of the various secretaries in sending their correspondence to *THE REVIEW*. I am surprised at the great contentment which seems



HUPP TEVIS.

to overshadow our associations—following a national convention.

I note the effort of the Boston Association in relation to glanders, but I think they are boring with too small an auger. I maintain what we want is a national law to take care of glanders and shall feel that we have not done our duty until we have made proper effort to bring this matter before Congress, and at least have a hearing on the question.

Very truly,

HUPP TEVIS.

**YOUR OWN VETERINARY.**

A stable foreman has all kinds of horse difficulties to face and problems to solve. Sometimes he has to be his own veterinary. Sometimes he finds veterinaries fail him, and then he tries Tuttle's Elixir. That is what Mr. Stump did in Los Angeles. Here's his own story:

**TUTTLE'S ELIXIR COMPANY:**

Gentlemen.—It has been nearly 25 years since I came to this stable as foreman. In this time I have used many horse remedies. About five years ago I tried Tuttle's Elixir for a severe sore shoulder. It cured when a four weeks' veterinary treatment failed. In this five years I have given it the most severe tests. It has never failed.

Some time ago a horse came to this stable with a bad sore on the neck. I gave the veterinary a chance to cure this one but they failed. Three treatments with Tuttle's White Star Liniment removed all odors and in a few weeks the animal was cured. Another horse with a diseased foot pronounced incurable by veterinarians was made a good horse. For these and many other reasons I believe there are no preparations made that in any way compare with the Tuttle's remedies.

Words cannot express my admiration for their preparations.

Very Respectfully,  
ANEIL STUMP, Stable Foreman,  
Los Angeles Transfer Co.'s Stables,  
Castella Street.

**SWITCHING AGREEMENT.**

The Transportation and Railroad Committee of the Chamber of Commerce has for two years endeavored to bring about a reciprocal switching agreement between the railroads entering the city of Pittsburgh, and it is said that the matter has practically been consummated, so as to take effect within the near future.

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**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

## NEW ENGLAND NEWS

New England Office, 79 Portland Street, Boston, W. D. Quimby, Manager.

The last meeting of the members of the Boston Team Owners Association was perhaps the most remarkable meeting of its kind ever held by team owners anywhere. The gathering had been arranged for the purpose of obtaining expert and authoritative expressions on the subject of glanders with a view of forming some concrete ideas preparatory to the appointment of a committee, which is to take charge of the matter and carry it to the Massachusetts legislature. The meeting was held in the Revere House on the 7th of November.

Mr. Albert Flanders, the president, was in the chair and after calling the assembly to order, he said: "We are here to-night to discuss the trouble among our live stock and how to eliminate it." After this Mr. Flanders called upon a number of those present for their views on the subject. Among these speakers were representatives of the Boston Board of Health, two from the Department of Animal Industry in Washington, D. C., from the State Cattle Bureau, local veterinarians, physicians, lawyers and business men. There were about twenty speeches made during the evening and THE REVIEW, if it had the space, would be pleased to reprint these remarks verbatim.

However, the unique feature of this gathering was the good feeling, the readiness of the officials and experts to recognize the position of the team owners and the willingness of all to co-operate with each other for the purpose of formulating a plan that will culminate in the enactment of a law against glanders on a basis of compensation to the owner of the diseased animal with due regard to equity. It seemed to be the general opinion—and this, by the way, has been held by this paper always—that the government can never expect to succeed in its fight against glanders, while it compensates the owner insufficiently. It was admitted the ground hitherto taken, that the owner of a glanderous animal is principally

benefited by having it killed, is fallacious. The fact is that every time an afflicted animal is killed the general public is far more benefited, than the individual owner. One of the speakers cited that this is the way the government proceeds against glanders in Germany and is meeting with the greatest success.

There is scarcely any doubt that the results of this meeting in Boston will have the most far reaching effects. It is almost certain that Massachusetts will be the first state in the Union that will have a law that will be satisfactory to the teaming interests of the country, and for this achievement the Team Owners Association of Boston will be entitled to thanks from every team owner.

But we may go farther. Once such a law has become a fact in one state, the team owners associations in other states will have a precedent to work upon that should enable them to arrive at the same results in all other states, and when this has been realized, the attainment of a federal law will be merely a question of time.

This at last will mean the evident eradication of one of the most dangerous diseases which now afflicts the horse.

The Boston meeting was an epoch, and that team owners were responsible for it, is a matter of pride to the entire trade.

W. D. Quimby of the Board of Directors of the Boston Team Owners Association was invited to address the Massachusetts Veterinarian Association on the 22nd of November. Mr. Quimby spoke on the glanders proposition and how it affected the team owner.

One hundred horses and \$40,000 worth of hay, harness and wagons were destroyed in Milton, Mass., on October 23, by fire which destroyed the Winslow Contracting Company's barns on the banks of the Neponset river.

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**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

**AMONG THE ASSOCIATIONS***Hamilton, Ohio.*

I am sincerely in sympathy with your effort to improve the condition of the transfer men, and realize that you have a mammoth undertaking, considering the disposition that the average transfer man shows with regard to assisting in the work along that line.

The writer worked faithfully and relentlessly for over two years in this city among the transfer men, in an effort to get up an organization and was finally successful, and had the pleasure of being an active member of that organization for about two years, at which time it became impossible to get a quorum present at a meeting, and several of the members of the largest concerns had become as busy as they had previously been, in their efforts to cut the other fellow's throat, and just as blind in their ability to see that they were cutting their own, just as much as they were the other fellow's; even though these same men had expressed themselves many times as being more than pleased with the organization and the benefits they were deriving therefrom, and commenting on the fact that they had been very foolish in not getting together long before they did.

But, just as soon as there came a slump in business, and a few teams were standing in a day now and then, and in many cases, only getting a much needed rest, petty jealousies began to arise and old sores dug up, and the inevitable result was the disruption of the organization.

Efforts were made for some time to get together enough of the old members to put the organization on its feet again, but without result, and the movement was finally totally abandoned.

The writer had become so thoroughly disgusted with the conduct of his fellow-transfer men with regard to improving conditions, and

with existing conditions, that he sold his entire interest on April 1st last, and took up a new line altogether, and has enjoyed much relief by so doing, while the transfer men of the city are trudging along in the old rut, trying to be content with their lot, and as blind as ever regarding their ability to improve their condition.

The Team Owners Association of Hamilton, Ohio, died a natural death during the year 1910.

Respectfully,

L. C. SHAFOR,

Ex-Secretary.

*St. Louis, Mo.*

On the 17th of last month the St. Louis Team Owners Association held their twentieth annual ball and reception in beautiful Trimp's Hall, West End, this city. In spite of the fact that the weather was anything but propitious for such an entertainment, we had nevertheless quite a large gathering of our members, their families and their friends. A more sociable affair it would be difficult to imagine. Harry W. Trimp, the proprietor of the hall, where we held our reunion, is famous all over this city for the manner in which he keeps up his place and for the class of music he furnishes. The dance program was generally spoken of most favorably by those present. The Team Owners Blacksmith Shop, which was one of the specially arranged features, attracted a great deal of enthusiasm, and the musicians after having rendered this piece were applauded for fully fifteen minutes. As a note of special mention I wish to say, that Mr. R. E. Henshaw of Kansas City was one of our guests during the evening, as he happened to be a visitor in our city. Mr. Henshaw complimented us all very highly for the brilliancy of our entertainment, and he expressed his surprise to see such a large attendance. The program included 18 dance numbers and when the last of the party departed for their homes early the following

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morning it was the consensus of opinion that this had been the most elaborate and most successful social entertainment in the history of the Team Owners Association of St. Louis.

The following were the gentlemen composing the committee in charge of the entertainment: George R. Jansen, Farwell Walton, Frank F. Tirre, A. J. Kuepfert, George Flaherty, Edward Weber, William Koenig, Robert E. Mitchell, Carl Kaufmann, Thomas Koplin, A. J. Noble and H. A. Lueking.

A. J. KUEPFERT,

Secretary.

#### *Grand Rapids, Mich.*

At the regular meeting of the Team Owners Association of Grand Rapids, Mich., held November 1st at the offices of the De Good Transfer Company, a six month's agreement was made with every team owner present to try out the Chicago and Detroit milk dealers' scheme, which is "not to do any more work for anyone who owes another member of the association until he pays his bill." This matter was brought up at the preceding meeting and one of the members sprung it on a piano man who owed him \$47.00 back bill and simply wanted to pay current bills, when the firm took his word for the bluff and actually paid the \$47.00, showing what can be accomplished along those lines if team owners will simply hang together.

We also ordered a sample car of "Kansas prairie" hay of North Bros., Kansas City, who deliver this grade of hay in Chicago for \$14.00 per ton, and to Grand Rapids for \$14.50 per ton, and if the hay is satisfactory, we will undoubtedly order cars ever so often the same as Chicago transfer men. Mr. Jackson of the Chicago & West Suburban Express Company gets good results and says: "If a little is wasted for bedding, it does not matter so much."

We also agreed to charge and recharge in the matter of loaning wagons of any kind, tools, etc., as it would keep better track of where they went and it would be as fair for one as another.

While in Chicago the writer noticed that

the Hebard Storage Company is putting up a handsome branch fireproof warehouse, corner of Sheridan Road and The Northwestern Elevated, and Anderson Bros. are also erecting a fireproof warehouse, corner of Belmont avenue and the L, which with the No. 4 that Werner Bros. recently erected at Argyle avenue, and the North Shore's new warehouse opposite their old one, should take care of the rapidly increasing business along the north shore, with the help of the enlarged warehouse Rebie & Company have been putting up in place of the one recently destroyed by fire. As they say in Chicago: "When a man has *two shirts* he moves on to the *North Side*." The above building of warehouses seems to bear out this assertion.

The American Warehousemen's Association meets in Chicago at the La Salle Hotel December 6-7-8, and the Illinois Furniture Warehousemen's Association has promised an attendance of two hundred, and invites every warehouseman as a guest to "Come and help them make good."

EVERETT M. RADCLIFFE,

Secretary Team Owners Association  
of Grand Rapids.

#### *Cleveland, Ohio.*

Last month I told you of a clam bake we were going to hold. Well, we did, and it was a great success. We had a very large attendance and a most enjoyable time. Since then we have held another entertainment, fine music, solos, recitations and a "Highland Fling" contributed by our fellow member, John Tom. The ladies enjoyed this very much.

We also gave a farewell dinner to Mr. Tom, who sailed on a vacation to Scotland; 40 of our members represented the association on this occasion.

This, I believe, is going to be the banner year with our association. We have ten new applications for membership. We have now a committee, which is instructed to make personal calls on all team owners who are not members and get them to join the association. I believe our entertainments are helping us considerably. We are going to hold a card

party in the near future, and we should be glad to have some team owner from any other city drop in on us. Bring your ladies. All are welcome.

Hoping to hear from other local associations what they are doing through THE TEAM OWNERS REVIEW,

Yours truly,

C. F. BECKER,  
Secretary.

**Chicago, Ill.**

In our city business is not as good as it has been among the Commission Team Owners along South Water street. On the eleventh of this month we held our regular meeting at The Brigg's House. The attendance was very slim, which no doubt may have been due to the bad weather; but still I felt that more of our fellow workers should have been there. As we hold these meetings once a month only we should all make an effort to be present for the good of everyone. It encourages the officers and those who have the success of the association at heart. However, after the meeting we adjourned as usual to our favorite "rendezvous" across the street and spent a pleasant hour in good fellowship. I wish THE TEAM OWNERS REVIEW a Merry Christmas and a happy New Year.

A. C.

**Albany, N. Y.**

Some time ago the team owners of Albany, N. Y., who have a very successful association in that city, decided to hold a reunion of the members and their families. In consequence the banquet room in Kapps Hotel at Rensselaer was secured for the evening of October 18, and when the time came a very jolly party assembled to partake of a chicken dinner. Everybody had a splendid time and after the dinner dancing was indulged in. At the dinner tables had been laid for 55 guests. At the final adjournment the guests one and all expressed themselves so thoroughly pleased with

the enjoyable entertainment of the evening, that the general opinion was voiced to have the entertainment repeated as soon as it would be convenient to make the arrangement. This will no doubt be done, and it is quite probable that in the future the team owners of Albany and their families will hold similar affairs once a month.

**Pittsburgh, Pa.**

"We had a very enthusiastic meeting on the ninth of this month at our headquarters in the Commonwealth building and many important matters of interest to the local team owners were discussed. The most absorbing subject was the proposed traffic regulations on the part of the city's Department of Public Works. It appears that the city wishes to inaugurate 'one way' traffic on two of the most important thoroughfares in the city, Penn avenue and Liberty avenue. Apart from the fact that this will mean a hardship on the local teaming interests, the members of our association are particularly indignant because the city, in its arrangements, appears to have entirely ignored the local teaming interests and our association. We feel that our rights in any proposed traffic changes on the local streets are paramount to anyone else's, and we are of the opinion that we should be consulted in such a matter the same as other interests, such as the Pittsburgh Railways Company, for example. All team owners in this city are taxpayers. We all have to pay vehicle tax and ninety per cent. of our members are property holders. We have millions of dollars invested in our business, and our business requires the use of the streets for transportation purposes. The greater the facilities are, which transportation affords us, the better it is for our business. If arbitrary traffic regulations are imposed upon us, that force us to reach certain destinations in the city, such as freight stations, railway yards, etc., in a round about way, it means to us loss of time, and, consequently, loss of money. We expect our teams to do a certain amount of

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# ANNIVERSARY

## ANNOUNCEMENT

WITH the first of January, 1912, THE TEAM OWNERS REVIEW, after 10 years of its career, and it is our purpose to issue a special edition on that occasion, that will be of great interest to every reader and subscriber of this paper. The following are the following important subjects:

The historical development of the teaming trade.

The teaming trade and its influence upon the World's progress.

The teaming trade at the opening of the 20th century.

Some chronological facts of importance to the teaming trade since the first issue of the Team Owners Review was published.

The edition will be made attractive with additional pages, etc., etc., in fact we propose to give the greatest benefit to every team owner to get out of the paper. In addition we also hope to print in that number:

HISTORICAL SKETCHES OF EVERY TEAM OWNER  
COMPLETE ROSTER

These facts will make it obvious to any one who reads them.

## THE TEAM OWNERS REVIEW

is a publication which has been published for 10 years.

To those who are not already subscribers, we urge them to subscribe for the paper right now, so as to be sure to get the special edition.

To Every  
Manufacturer  
of Goods

Used in the teaming trade, such as axle grease, ball bearings, stable, etc., etc., the opportunity of bringing before the public the most direct and positive means of increasing many times the price we ask for it. We urge all

Prospective subscribers are invited to

## THE TEAM OWNERS REVIEW



# RY NUMBER

TEAM OWNERS REVIEW will begin the second decade  
e to make this event particularly noteworthy by issuing a  
t will make that number of the Review full of absorbing in-  
paper. Among other features we shall print articles on the

- The progress and development of the teaming trade within the last 10 years.
- The advent of the motor truck and its influence upon the teaming business.
- The horse and the teaming trade.
- Organization of the teaming trade.
- The teaming trade from a business point of view.

with profuse illustrations, special quality of paper, many  
e to make this issue so important, that it will be of the  
et one or more copies to preserve as a book of reference.  
nber

M OWNERS ASSOCIATION IN THE COUNTRY WITH A  
STER OF THEIR MEMBERSHIP.

any person interested in the teaming business that

## REVIEW FOR JANUARY, 1912,

he cannot afford to be without.

rs, nothing can be more timely than the suggestion to sub-  
re that you will get the January, 1912, issue.

e, such as motor trucks, wagons, wheels, axles, gears,  
table supplies, grain, feed, etc., this number will afford an  
re the entire teaming trade of the country, their goods in  
manner. An advertisement in that number will be worth  
e all advertisers to write us at once for rates and space.

re invited to send their subscription now.

VIEW, Renshaw Bldg., PITTSBURGH, PA.

work for us per day, in order that they make money for us. That is our business. If we cannot do this we lose money and our business goes to ruin. If the city wishes to regulate the traffic, the Team Owners Association with its three hundred members, owning practically all the horses, wagons and motor trucks doing business on the streets, have a right to be consulted, and we propose to see that our interests will be protected."

There were quite a number of speeches made by members present protesting against the apparently arbitrary methods of the Department of Public Works, notably by President Thomas F. Ashford, Jr., and finally a committee was appointed to watch for further developments on the part of the city officials and report the matter to the association.

#### GREETINGS.

Friends I have, and not a few,  
Who do subscribe for THE REVIEW;  
So through its columns I now send  
A happy New Year to each good friend.  
The old year now has passed away;  
'Tis one year less on earth to stay.  
In it some jolly good times we had,  
So we'll keep on smiling and be glad.  
We will thank the Giver of all good  
For giving to us our daily food;  
And may the year that is to be  
Bring nothing but good things to thee.  
This is the wish of the teamster bard  
As he sends to all his best regard.

A. CHARD, Chicago.

#### CORN CROPS FALL OFF.

The full effect of the drought and intensely hot weather of the last summer was reflected in the government crop report issued a few days ago. It showed that the production of corn in the United States was smaller by 349,412,000 bushels than last year's crop. The crop is the third largest in the history of the country.

#### GRAIN ELEVATOR BURNED.

The elevator of the Iron City Grain Company, West Carson street, Pittsburgh, Pa., was destroyed by fire recently. The loss, estimated at \$150,000, is covered by insurance. It is supposed that the fire was caused by a spark falling from an engine on the tracks of the Panhandle division of the Pennsylvania railroad. J. A. A. Geidel and D. G. Stewart, owners of the grain elevator, stated that there were about 75,000 bushels of oats, corn and rye stored in the elevator. The contents of the elevator were destroyed.

#### WAREHOUSEMEN'S CONVENTION.

All arrangements and preparations for the annual convention of the American Warehousemen's Association have now been completed, and the meeting will be held, as originally planned, on the 6th, 7th and 8th of this month at the Hotel La Salle, Chicago.

In many respects this gathering is looked forward to as one of the most important and interesting meetings which has ever been held by the association. A great many subjects of vital moment will come up for discussion, and papers on a variety of subjects will be read by some of the members.

It is hoped to have at the annual meeting, a paper on, and discussion of comparative costs of shipping and distributing, (with reference to general merchandise), by automobile trucks and horses. The Automobile Furniture Van is now apparently a fixture in that line, but as yet its utility for general shipping and distributing on short distance work does not appear to be so well established, although the number in use is increasing rapidly.

It is anticipated that the attendance at this meeting will break all former records. The New York Furniture Warehousemen's Association will travel in a body to the meeting. The Central Warehousemen's Club of Denver, Col., will be in attendance, and the Kansas City Warehousemen's Association expects to be on hand, besides many others.

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## *The Motor Truck and Automobiles*

### **Motor Truck Exhibition.**

Plans have been completed for holding two motor truck exhibitions within the near future. One of these will be held in New York City from January 15-20 next, and the other in Chicago February 5-10 next.

During the show period in New York more than 70 makes of work vehicles will be on exhibition simultaneously. In Chicago more than 60 different makes of business machines will be exhibited.

Exhibits will include almost every type and size of power vehicle designed for use on the public roads, from motorcycle parcel carriers and delivery wagons of 500 pounds capacity to ponderous trucks of ten tons capacity. Besides the more common types of trucks and wagons, there will be a number of dump trucks for contractors' use, trucks fitted with power winches for hoisting, self-emptying coal and lumber trucks, machines with special bodies for special purposes, self-propelled fire engines and combination chemical and hose wagons, police patrols, ambulances and other types for municipal and public service purposes.

These exhibitions are great institutions for instruction, and team owners who contemplate the purchase of motor trucks, cannot do better than visit these shows, where they can learn a lot and see for themselves which type is best suited for their purposes.

### **Fire Engine Auto Truck.**

The auto truck, with all its crudities of little more than a decade ago, already has passed the horse, and keen students of business economy are predicting the early disappearance of the equine factor in the world of commerce. Day by day the horse shows less advantage from a standpoint of speed, carrying ability and, especially, cost. With astonishing rapidity business men have come to realize the motor truck is his natural successor. Sentiment may suffer as the horse goes, but senti-

ment always must suffer at the expense of material progress.

In no place, perhaps, has sentiment had such a blow as in the case of the automobile fire engine. The fire horse always has been the center of a circle of interest. The grown man as well as the small boy has stood in awe of his wisdom and training. To them it is a blow when the horse is banished from the fire station. Yet he must go. The foremost fire fighters and underwriters of the United States see the auto fire engine as a necessity, and already it is asserted that many serious conflagrations have been averted by the promptness and certainty with which the auto engine may be hurried to a fire; while the saving in cost, following the banishment of the horse, either has proven a boon to municipal taxpayers or has given them greater protection by enabling the city to purchase more apparatus.—*Leslie's Weekly*.

### **Vindication For The Horse.**

The horse has vindicated himself. One of that genus, the pet of a Chicago owner, was stolen the other day, and after the lapse of a few days turned up at his proper home, drawing a spick-and-span wagon and proudly wearing a brand new harness. Inquiries by the owner of the horse for the proper owner of the wagon and harness have evoked no response, which on reflection is not so inexplicable.

This indicates the superiority of the horse to the modern inventions that assume to take his place. When did a stolen automobile ever come home with a new motor or set of tires? What stolen aeroplane has flown back to its legitimate hangar with a new set of planes?

Of course, not all horses accomplish the feat of coming back with the spoils. Most of them lack opportunity by not being stolen. Also a majority of the stolen ones are driven at top speed to the neighboring state and there swap-



ped for any personal property that is obtainable. But the seizure of the opportunity by this horse indicates the superiority of the species to mere machinery.

#### **Taxi Drivers Return To Work.**

The taxicab drivers of London, England, who struck recently because of a quarrel with the proprietors of public taxicabs over the alleged retention by the former of "extra" fares, reached temporary agreement with their employers and, pending a permanent settlement, will return to work.

#### **The Motor Truck Industry.**

According to a report issued on November 13th by the Census director in Washington, D. C., there were manufactured in 1909 127,289 motor vehicles, of which 122,505 were pleasure vehicles, 1,428 were public conveyances, 68 for government and municipal purposes and 3,288 were business vehicles or motor trucks.

#### **MAXIMS ON FIRE PROTECTION.**

1. Do not put your trust in a "fireproof" building—your responsibility is just as great as in a wooden structure.
2. Risks are dangerous or not as the owners make them so. It isn't wholly the nature of the business. It is the nature of the men.
3. Study to prevent fires in your house or place of business.
4. Be prepared to put fires out before they become dangerous.
5. Be prepared to save every person in your employ if your place burned—plan before the fire occurs.
6. "It's none of my business" doesn't apply to fires. Every fire is your business—it hits your pocketbook.
7. Insurance will only cover a small part of your loss if you have a fire. Insurance is a partial repayment, not an absolution.
8. Fire prevention is largely a matter of cleanness and carefulness in the individual—in you. —*National Fire Protection Association.*

#### **A MODEL STORAGE WAREHOUSE.**

Benjamin B. Gardner, who by his own industry and integrity, has established for himself in New London, Conn., an enviable reputation as a business man, has added to his steadily increasing business a new fireproof storehouse which is a marvel of modern architectural convenience. The new building is situated in the rear of Mr. Gardner's residence at 18 Blackhall street. One has but to glance at the interior of the storehouse to ascertain the worth of this structure as a receptacle for valuable goods. The brick construction, the cement floors and the heavy metal covered doors speak for themselves in regard to protection against fire.

At the entrance is a large elevator, measuring 7½x8 feet. This is calculated to withstand any required strain, and upon the rising or lowering of the car an automatic gate slides down, preventing anyone from stumbling down the shaft. The basement is one spread of concrete, broken here and there by massive cement pillars. At present the floor surface runs the entire width and length of the building, but later Mr. Gardner intends partitioning off one end and utilizing it for a packing room. The rest of the floor space will be used for the storing of merchandise. In one end under the stairs is the apparatus for propelling the electric elevator. The entrance to the stairs is guarded by a heavy fireproof door. This is to prevent flames from reaching the ground floor by way of the stairs. The cement walls are two feet thick in the basement.

The corridors run the entire length of the structure, from both sides of which massive fireproof doors open into fireproof storage rooms. Technically the capacity of these rooms is rated as "van loads" and "one-half van loads." Both corridors are connected at the front end of the storehouse by a passageway. All the partitions in the building are of hollow tile.

The second floor is a repetition of the ground floor save that a few double rooms are found. Ventilators are placed in all the storage rooms, to prevent spontaneous combustion. Mr. Gardner has had heating ap-

paratus placed in one of the large rooms, which will be used for storage of pianos.

There is little material difference between the top floor and the basement. This also is to be used for general storage space. Later partitions may be put in, forming rooms. Between the ground and top floors the walls taper from two feet to one foot. Everything possible for the protection against fire has been installed, shutters, fireproof doors and a fire-

proof elevator shaft will insure against any danger whatever resulting from conflagration.

B. B. Gardner's new storehouse is a credit to New London industry and business enterprise. It is worthy of the exacting business man who caused its erection. No storehouse in the state, except one or two owned by private concerns and kept for their use exclusively is known to possess the advantages of the one Mr. Gardner has provided.

### A FINE THREE HORSE HITCH.

The Jaeger-Brown Teaming Company of Chicago has sent this paper the picture of which the accompanying illustration is an engraved reproduction of what is considered the finest three-horse hitch on the streets of Chi-

tires 4x1 inches; made by J. Metzler & Sons Co., 158 E. Indiana street, Chicago, Ill.

Horses.—Three shires 5½ years old; weight 1750 pounds each; bright bay, bald face; furnished by Ellsworth & McNair, U. S. Yards.

Harness.—Selected leather and brass trim-



cago. A description of the wagon, horses and harness is given as follows:

Wagon.—Capacity 15 tons; bed 15 feet long, 5 feet 6 inches wide; stakes 6 feet 2 inches high; axles, Sheldon Empire ball bearing; artillery hubs 3-inch in front, 3¼-inch in rear;

med; made by H. F. Walbaum, 146 E. Indiana street, Chicago, Ill.; cost of outfit complete, \$2,400.

He who speeds and runs away may live to be nabbed some other day.

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### RAILROADS AND THE EXPRESS BUSINESS.

At a recent meeting, held in Washington, D. C., of the National Association of Railroad Commissioners, the committee on express rates and express service recommended that the railways of the country take over the express companies' business.

"The express and railway companies," said the report, "are engaged in performing a transportation service that one company could perform just as effectively if not more so. The fact is that the railways could probably assume the handling of both the heavier commodities and the lighter packages at a lower cost and with greater satisfaction than the express companies to the public. Their present organization is nearly complete enough for this."

President R. Hudson Burr, in his annual address, declared the Interstate Commerce Commission should have enlarged powers "with ample authority to require the most exacting supervision over the manufacture of products entering into the equipment of railroads." "It is appalling," he added, "to note the great number of accidents which occur and which are attributed to defective equipment or defective rails."

Mr. Burr said also: "The express business of the country should be conducted as a department of the railroad business. I see no sound reason for the existence of a separate and distinct express company as a means of transportation."

### A VICIOUS HORSE.

Attacked by a horse while attempting to cross Delaware avenue at Dock street, Philadelphia, Pa., Jacob Fucher was mangled so badly that he may die. The equine, which was attached to a wagon, was standing at the crossing when Fucher attempted to pass. Seizing the man by the shoulder with his teeth, the horse lifted him from his feet and whirled him around like a terrier shaking a rat.

Horried spectators rushed to the rescue but the animal tossed its victim to the street and trampled upon him with both forefeet.

### MOVING JOB OF ITS OWN.

The DeGood Transfer Company of Grand Rapids, Mich., which has made its headquarters at 161 East Fulton street for a number of years, has leased the brick building owned by R. V. McArthur at 147-149 Kent street, and as soon as the building can be remodeled, will move to that location, giving up the Fulton street offices, as well as the barn on Sherman street.

The new quarters will contain 30 stalls, each five feet wide, and two box stalls, and the first and second floors will be devoted to packing and storage purposes. The entire equipment will be increased.

### THE "SHURFOOT" HORSE SHOE.

Ever since streets have first been paved a shoe has been sought that would keep the horse from slipping and falling on oily, snowy, icy or over-smooth thoroughfares. Many have been brought out and some few have had a certain value, in that they have enabled the horse to keep his footing; but that has been more than offset by the fact that they have prevented his keeping his feet healthy, for it is said that, covering the frogs of these, they have eventually caused them to rot entirely away, to the permanent disablement of the animal.

Professor Robert Hubner, a German scientist, appears to have solved the problem, as many of the best known veterinarians and horse-shoers have indorsed this invention. It has been christened Shurfoot, and it is manufactured by the Shurfoot Horse-Shoe Corporation. Humane societies urge its use, and express, city transfer, warehouse and van, wholesale and retail drygoods, grocery, coal and milk companies and other extensive users of horses, have given it their approval.

This shoe is simplicity itself. It's a plain, well fitting horse-shoe with the calks left off, their office being filled by the highly tempered steel brush, which is forced by tremendous

### MACHINERY FOR SALE.

Geo. Drake Smith Co., 1611 Broadway.  
New York. Oat Crushers: Corn Crackers.



pressure into an inch-wide groove in, and around, the shoe's under surface. This brush is very much harder than is, or can be, any horse-shoe; in fact, it's harder than "file steel." And so the horse in motion steps upon almost innumerable points—instead of upon three, as in the ordinary shoe-calks; and it is these countless little points that ever present the level wearing surface upon which he actually treads until there's practically nothing left of the shoe. For the latter, itself, being of softer metal, wears faster than the brush.

The nails which hold the Shurfoot in place are countersunk to a depth of three-eighths of an inch below its wearing surface, and consequently their heads cannot wear and let the shoe loosen, or shake off.

Since this shoe presents a perfectly level bearing surface, and is shaped as is the natural hoof, no horse shod with it will be seen tottering, staggering and stumbling.

The gradual wearing down of the brush, in this new shoe, in no way lessens its efficiency; to the very last it retains its non-slipping and other desirable properties. And without repair, too. Thus the time heretofore expended in the blacksmith shop is saved.

The fact that with this shoe the foot is as much uncovered as in the ordinary shoe is only another of its healthful qualities. And of no less value is the resilience that is assured by the manner in which the steel brush is tempered. As it is upon this the horse's weight rests, and also upon this he pounds his feet while in motion, on paved ways, this quality makes of the device a cushion that takes up all jar and shock and strain—all of which, of course, enables the animal to travel at his natural gait, and not only increases his efficiency and robs vicious drivers of all excuse for cruel treatment, but lengthens, very appreciably, his term of usefulness.

The fact that the Shurfoot can be sold at about one-half the cost of the other non-slipping shoes adds to its promise of extended usefulness.

### FEEDING IN COMFORT.

THE TEAM OWNERS REVIEW has ever deprecated the use of the old fashioned nose bag, that contraption which is strapped over the horse's head, compels it to bolt its feed, gives the animal scarcely a chance to breathe and has other characteristics in the nature of cruelty to horses. For this reason we are pleased to call attention to a feed bag which has been brought out by the Planet Company of Westfield, Mass. This bag consists of two departments so constructed that the one from which the horse takes its food always contains just enough feed to be within easy reach of the animal. As a result there is no waste and no bolting of food. This feed bag is also amply ventilated and affords the horse every opportunity of taking its meal in ease and comfort.

### A WELCOME REDUCTION.

On November 1, 1911, the Bilger Manufacturing Company, of Souderton, Pa., manufacturers of the Bilger Piano Trucks and Piano Movers' Supplies, announced that the price of the Bilger Truck had been reduced to \$15.

The company's desire is to place the Bilger Truck in the hands of every piano mover in the country, and having recently enlarged the plant, owing to the great demand, they are enabled to turn out their trucks and supplies at a much less cost and at the same time maintain the highest standard of quality in material and workmanship, retaining the efficiency, strength, durability and practicability.

### WILLING TO GO HALF-WAY.

"Mr. Boreleigh was here this afternoon, James, and he says now that you have your motor he'd like to have you run over and see him some time," said Mrs. Blithers.

"Well, if he calls again," said Blithers, "just tell him that I'll be glad to run over him at any time, but I don't care particularly about seeing him."—*Harper's Weekly*.

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**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**

### THE FLOOR OF A STABLE.

Care should be taken that the floor of a stable does not slope too much from the front to the back. To avoid the discomfort thus occasioned it is common enough to see horses hanging back to the full extent of the collar rope or chain. Whatever material may be used for the floor of box or stall, it should not be smooth, and flagstones should be avoided. Open doors and windows, when the weather permits, will keep a stable sweet, especially if, when the stable is empty, every door and every window be left open until the horses return. If the stable can be ventilated on scientific principles, so much the better; but, failing that the best must be made of it, and it may be remarked that rather too much is made of draughts, which are not so easily set up as some people imagine.

There is no doubt whatever that there are several circumstances which influence the "palatableness" of oats, such as the character of the soil on which they are grown, the treatment of such soil in the way of cultivation and manuring, harvesting, storing, etc., but speaking generally, it is found that, given equal conditions, horses prefer black oats to white ones, and the same remarks apply to the straw, so that it is reasonable to conclude that there is something in the flavor of the oats that accounts for this; also probably this is the reason why horses doing "fast speed" work are more often found to refuse them than heavy draught horses, the former being more particular and fastidious as to their food, in a general way, than the latter.

When comparing the value of white oat straw with wheat straw for chaffing for food, much depends upon the harvesting of the straw. If white oats are cut before they are too ripe, and are well harvested, and the straw carefully preserved, such straw will be preferable to ordinary wheat straw as an animal food; but, on the other hand, good, well-preserved wheat straw is better than coarsely grown, badly-got-out straw. Wheat straw in good condition, given in moderate quantities, is not specially harmful to horses, but straw of bad quality, or given in excessive quantity,

is very liable to produce stomach and bowel troubles in horses.—Retail Coalman.

### STAY AT HOME MR. MULE.

The American mule, when taken out of this country, temporarily, loses his citizenship, according to a decision of the board of general appraisers. J. S. Nickerson, an American contractor, took a number of American-bred mules into Mexico to be used in construction work. When the contract work was completed Nickerson undertook to drive the animals across the border into American territory, but was stopped by the customs officials at Eagle Pass, and told he must pay duty on the mules. The contractor argued that as the animals were raised in this country they were entitled to free entry on their return. One of the claims relied upon by Nickerson was that free entry should be granted under the provision in the present tariff for "articles of American growth returned without being advanced in value."

The officials were obdurate, however, and exacted duty at the rate of \$30 per head, or 225 per cent. ad valorem, according to the value of the mules. In sustaining the Eagle Pass officials Judge Waite, in an opinion for the board, holds that mules are not "articles" within the meaning of the law. He holds they are excluded from the benefit of the free list.

### FEEDING WORK HORSES.

The subject of a profitable and economical feed for work horses is one that interests every team owner. Practically every man who uses the horse is interested in using the cheapest ration possible and at the same time getting most out of a properly combined food, one that will be of greatest efficiency. The prevailing opinion is that there is no feed so valuable for the horse as oats. There are many people who will not use any substitute for this grain.

So many questions have been asked regarding the accuracy of this feeling that D. E. Carmichael began an extensive series of experiments to test the relative value of oats and

corn as feed for work horses. He started his work with three teams of grade Percheron geldings. These horses did general farm work. The horses in each team were about the same age. One was fed on oats and the others on corn. The plan was to feed as much ear corn by weight as oats. They were all given as much timothy hay as they would eat up clean. The experiment was conducted for 12 months. The variations in weight of the corn fed horses were practically the same as those of the horses receiving oats. There seemed to be very little difference in the strength and general temperament in the horses of each team.

Under the market conditions that prevailed during the experiment the saving from the use of corn was very marked, 10 cents per day for each horse. Market conditions should always be kept in mind, since there may be times when it would be cheaper to use oats than corn.

#### HORSES IN PARIS,

Paris has been described as a paradise for women, a purgatory for men and a hell for horses. The number of horses steadily decreases under motor competition and the horses that remain have to thank the automobile as well as the efforts of various societies for the better treatment they receive, for to survive in these days they must be fit. The army authorities take a census of the number of horses, and the figures for 1911 show 72,488 in Paris, compared with 96,888 in 1901. This means that in 10 years the number of horses has decreased 24,210, or almost exactly a quarter. The military authorities are somewhat perturbed over this fact. It is true that for transport of war material and provisions automobile traction saves the use of many horses, but there remain the needs of the cavalry and artillery. The old standby for trained horses, the omnibus companies, will soon be of no assistance, as autobuses are rapidly supplanting horsedrawn stages.—*New York Sun*.

#### REPAINTING AN OLD WAGON.

The old wagon coming into the paint shop is first put on the wash and cleaned of dirt, tar, grease, oil and other substances. A quick method to remove tar, etc., is to mix concentrated lye in the water, using a mop made of old burlap in the form of a cat-o'-nine tails, cut in short strips and fastened on the end of a stick. Use this mop in the lye water to rub it over your old gear to soften all dirt and other substances that may adhere to it, after which you play the hose over the whole wagon, cleaning it thoroughly. Should the wagon have lettering on it, or the panels a good quantity of old varnish, remove them by coating over the panels ammonia water of strong degree, which will soften the varnish, and it can be scraped off with knife; repeat this operation until you are satisfied the surface is ready to sandpaper, and you have taken off all the varnish necessary. After allowing the water to dry off, sandpaper and coat with flat lead color, or any preparation color suitable for the final colors. After this flat is dry, glaze in solidly with putty, being particular not to putty open joints or checks in the old panels or extremely deep holes, as these particular places will open and the putty drop out by vibration when the wagon is in service.

Your body is now in the same position as the new one when ready for the first coat of final colors, and the process to finish is just the same. The old gear, after being cleaned as directed above, is first given a flat coat of lead, tinted to suit the shade desired. After drying the gear, it is puttied, and it is advised here, the least putty you use on the rims of the wheels the better, just sufficient to allow the striper to draw good lines, that is all. If the gear is vermilion, the next coat should be flat vermilion, first sandpapering before coating. The next coat is a strong color in varnish vermilion. The following day it can be striped, using quick colors if the time is limited, and the gear can be finished the same day.—The Crow Bar.

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**USE ONLY U. S. HAMES—THEY ARE STANDARD QUALITY.**



**HORSE-LOVING XENOPHON.**

We may breed different types of horses, and we may harness and use them differently; but the points of excellence that combine to form the most perfect horse are no different in one age than another, says David Buffum in the Atlantic. Xenophon, it is true, attached some importance to points that we care much less about now—as, for instance, a smooth round back that is “easy to sit upon,” which was owing to the fact that the Greeks did not use saddles but only cloth, fastened to the horse’s body by a surcingle; but these are minor matters. He knew the points of a good horse, and he knew horse nature. And he had, too, that delight in horses that is only found in the true horseman, the man who loves as well as knows them. “It is upon horses,” says he, “that gods and heroes are painted riding; and men who are able to manage them skillfully are regarded as deserving of admiration. So extremely beautiful and admirable and noble a sight is a horse that bears himself superbly that he fills the gaze of all who see him, both young and old; no one, indeed, leaves him or is tired of contemplating him as long as he continues to display his magnificent attitudes.”

I like farm life, as you can bet;  
I like the cows, the male quartet.  
The milkmaids in their high-heeled shoes  
Would make 'most anyone enthuse.  
  
I like the wheat, or any crop  
I see upon the canvas drop.  
I like the well, the wooded hill,  
I like farm life—in vaudeville.

**H. & S. Alfalfa Feed**

Made in Pittsburgh for

Pittsburghers by a Pittsburgher.

**Dwight E. Hamlin & Company,**

1501-1515 Liberty Avenue,

PITTSBURGH, PA.

Bell Phone Grant 3321.

**A SCARY HORSE.**

A man in upper New York State who was desirous of purchasing a horse for the use of his wife recently entered into negotiations with a veteran horse dealer, says Lippincott's.

“Now, I'm not so particular about speed,” said the prospective purchaser, “but I must have a gentle horse.”

“Here is one that I'll warrant to be perfectly safe,” said the dealer, indicating a sad-looking steed nearby.

“Are you sure he is not afraid of anything?” insisted the man.

The dealer assumed an air of deep reflection. “Well,” he said, “there's one thing he has always appeared to be afraid of ever since I got him. It seems as if he's scared to death for fear some one might say ‘whoa!’ and he not hear it.”

**A SAD SLIP.**

“My dear,” said Mr. Jobley, gravely, “it delights my soul to have you get so much pleasure out of our car, but really when you give your orders to the chauffeur you must be more careful of your language.”

“Why, John—what have I said?” asked the lady, somewhat amazed at the implied rebuke.

“You told the chauffeur yesterday to stop talking, but to get out of the car and tank up. The expression, my love, is crank up, not tank up, and I fear that James was tanked up as far as he could be at the moment,” said Mr. Jobley.—*Harper's Weekly*.

**LOVE'S LABOR LOST.**

“What's the matter with the baseball reporter?”

“Oh, he had written two columns of highly embellished slang, and then the home team lost out in the ninth inning.”

**LACK OF ENTERPRISE.**

“Behold the ruins of Pompeii.”

“Been this way long?”

“Some eighteen hundred years.”

“Bah! We had San Francisco rebuilt in less than six months.”

# MOTOR TRUCK —MAKERS—

---



You will find the pages of this paper the best medium for getting into touch with the largest class of possible motor truck users in this country. They are the firms and men, who make their living by hauling goods and merchandise. They have been using horses all their lives, but if you can show them that by the adoption of the motor truck they can save money and do their work better, they will surely buy your trucks.

The circulation of the Team Owners Review is exclusively among that class of people, and we feel certain that if you will invest a part of your advertising appropriation with us, you will find the returns surprising in their favorable results.

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WRITE US TO-DAY

## THE TEAM OWNERS REVIEW

705 RENSHAW BUILDING  
PITTSBURGH, PA.

*When answering advertisements please mention THE TEAM OWNERS REVIEW.*

# TRANSFER COMPANIES' DIRECTORY.

Names and Addresses of Prominent Transfer Firms and Forwarders of Freight From All Parts of the Country.

<p><b>ALBANY, N. Y.</b> SECURITY <b>STORAGE AND WAREHOUSE CO.</b> Natural Distributing Point for Eastern New York and New England. Storage, Forwarding, Re-Shipping. 105 MONTGOMERY ST.</p>	<p><b>CLEVELAND, OHIO</b> <b>The General Cartage and Storage Company.</b> No. 1111 Superior Viaduct. <b>CARTAGE, STORAGE &amp; PARCEL DELIVERY</b> Car Loads Distributed and Forwarded.</p>	<p><b>FORT WAYNE, IND;</b> <b>Brown Trucking Co.</b> Moving, Carting, Storage and Distributing, 125 W. Columbia Street.</p>
<p><b>BOSTON, MASS.</b> "WE MOVE EVERYTHING." <b>R.S. Brine Transportation Co.</b> 43 India Street, TRUCKING, FORWARDING AND RIGGING,</p>	<p><b>COLUMBUS, OHIO.</b> "We Deliver The Goods" <b>The American Delivery Co</b> 352 N. High St. <b>Transfer. Storage. Forwarding.</b> H. G. Stouffer, Manager.</p>	<p><b>FORT WORTH, TEXAS.</b> <b>BINYON TRANSFER &amp; STORAGE CO.</b> FRONT AND TROCKMORTON STS. Receivers and Forwarders of Merchandise. Furniture Stored, Packed Shipped and Moved. Hauling of Safes, Machinery and Freight a Specialty.      Telephones 187-</p>
<p><b>BUFFALO, N. Y.</b> <b>THE BUFFALO STORAGE AND CARTING CO.</b> Unsurpassed Facilities for Storing, Handling, Transferring and Forwarding Goods.</p>	<p><b>DENVER, COL.</b> <b>THE WEICKER TRANSFER AND STORAGE COMPANY,</b> Office, 1033 Seventeenth St. Warehouses, } 1133-37 Ninth Street.                       } 1429-39 Wewatta Street. Distribution of Car Lots a Specialty.</p>	<p><b>HARTFORD, CONN.</b> <b>The Bill Brothers Co.</b> <b>TRANSFER &amp; STORAGE,</b> Special Facilities for Moving Machinery, Safes, Furniture, Pianos, etc. <b>STORAGE WAREHOUSES</b> with separate apartments for Household Goods, and Railroad Siding for Carload Shipments</p>
<p><b>BUFFALO, N. Y.</b> <b>Niagara Carting Co.</b> 223 Chamber of Commerce. <b>GENERAL CARTAGE &amp; STORAGE,</b> Transferring Car Load a Specialty.</p>	<p><b>DES MOINES, IOWA.</b> <b>BLUE LINE TRANSFER &amp; STORAGE COMPANY.</b> GENERAL STORAGE, CARTING, PACKING AND SHIPPING. FIRE PROOF WAREHOUSES</p>	<p><b>HELENA, MONT.</b> <b>Benson, Carpenter &amp; Co.</b> <b>RECEIVERS &amp; FORWARDERS</b> Freight Transfer and Storage Warehouse Handling "Pool" Cars a Specialty TRUCKAGE FACILITIES</p>
<p><b>BUFFALO, N. Y.</b> <b>O. J. Glenn &amp; Son</b> EVERYTHING IN THE LINE OF MOVING, CARTING, PACKING, STORAGE. Office, 43 Church Street.</p>	<p><b>DES MOINES, IOWA.</b> <b>MERCHANTS TRANSFER AND STORAGE CO.</b> <b>WAREHOUSEMEN AND FORWARDERS.</b> General Offices: . . . Union Station</p>	<p><b>HOLYOKE, MASS.</b> <b>THE Sheldon Transfer Co.</b> Express Trucking, Heavy Teaming, General Forwarders.</p>
<p><b>CANTON, OHIO.</b> <b>Cummins Storage Co.</b> 310 East Ninth Street, <b>STORAGE, DRAYING, PACKING AND FREIGHT HANDLING A SPECIALTY.</b> Unsurpassed Facilities for Handling Pool Cars</p>	<p><b>DETROIT, MICH.</b> <b>THE READING TRUCK CO.</b> Office &amp; Warehouse, Sixth &amp; Congress Sts. <b>GENERAL CARTAGE AGENTS,</b> For Wabash and Canadian Pacific Railways. <b>SUPERIOR FACILITIES FOR HAULING AND ERECTING ALL KINDS OF MACHINERY.</b></p>	<p><b>HOUSTON, TEXAS</b> <b>WESTHEIMER WAREHOUSE CO.</b> Storage and Distributing. Fire Proof Warehouse. Separate Locked Rooms.</p>
<p><b>CHICAGO, ILL.</b> <b>Bekins Household Shipping Co.</b> Shippers of Household Goods and Emigrant Movables Only. Reduced Rates to Pacific Coast &amp; Colorado Offices—First National Bank Building, Chicago, Ill. 140 So. Broadway, Los Angeles, Cal. 12th and Mission Sts., San Francisco, Cal. 1016 Broadway, Oakland, Cal.</p>	<p><b>EL PASO, TEXAS.</b> <b>WESTERN TRANSFER &amp; STORAGE CO.</b> 518 SAN FRANCISCO ST. Forwarders and Distributors, Trucking of all kinds, Distribution cars a specialty. Warehouse on Track.</p>	<p><b>LEOMINSTER, MASS.</b> <b>W. K. MORSE,</b> Light and Heavy Trucking of All Kinds, Office and Stables, rear 83 Mechanic St. Residence, 147 Whitney St.</p>

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## TRANSFER COMPANIES' DIRECTORY—Continued.

MANSFIELD, OHIO.

**COTTER**  
**Transfer and Storage Co.**  
 General Hauling and Storage.

MILWAUKEE, WIS.

**Kinsella Transfer Co.**  
 617 CLINTON ST.  
 WE MOVE EVERYTHING.  
 ALL KINDS OF TEAMING.

MINNEAPOLIS, MINN.

**CAMERON'S**  
**Transfer & Storage Co.**  
 200 Nicollet Avenue.  
 Unsurpassed facilities for Storing,  
 Handling, Transferring and  
 Forwarding Merchandise  
 and Household Goods.

NEW HAVEN, CONN.

**The Peck & Bishop Co.,**  
 Offices, 183-185 Orange St., 25 Union St.,  
 Passenger Depot.  
 Best of Facilities for Moving Furni-  
 ture, Pianos, Safes, Machinery, Etc.  
 STORAGE WAREHOUSE.

NEW LONDON, CONN.

**B. B. GARDNER,**  
 18 Blackhall Street,  
**Piano and Furniture Packer,  
 Mover and Shipper.**  
 Safe Mover.  
 Freight and Baggage Transfer.  
 STORAGE.

NEW YORK, N. Y.

**The Meade Transfer Co.**  
 GENERAL  
**FREIGHT FORWARDERS.**  
 Transfer Agents of the  
 Pennsylvania R. R. and Long Island R. R.  
 MAIN OFFICE, P. R. R. PIER, 1 N. R..

OIL CITY, PA.

**CARNAHAN**  
**TRANSFER & STORAGE CO.**  
**STORAGE AND PACKING.**  
 PIANO MOVING A SPECIALTY.

PHILADELPHIA, PA.

ALL KINDS OF HAULING PROMPTLY ATTENDED TO  
**MICHAEL DOYLE**  
 United States Bonded Teamster  
 OFFICE: 18 S. Delaware Avenue  
 BOTH PHONES

PHILADELPHIA, PA.

**C. J. McDERMOTT**  
**DRAYMAN**  
 Hauling of all Kinds Promptly  
 Attended To  
 Both 'Phones 121 N. Fourth Street

PITTSBURGH, PA.

**HAUGH & KEENAN,**  
**Storage and Transfer Co.**  
 Centre and Euclid, E.E..

PITTSBURG, PA.

**W. A. Hoeveler Storage Co.**  
 General Office, 1150 Penn Ave.  
 Packers, Movers, Storers and Shippers of Works  
 of Art, Furniture and Household Goods.

PITTSBURG, PA.

**Weber Express & Storage Co.**  
 4620 Henry Street,  
 Moving, Packing and Storing of  
 Furniture and Pianos.  
 General Hauling.

PITTSBURGH, PA.

818 W. Diamond St., North Side.  
**J. O'NEIL**  
**Express and Storage,**  
 Unsurpassed Facilities for Storing,  
 Handling, Transferring and  
 Forwarding Goods.

PORTLAND, MAINE.

**CHASE TRANSFER CO.**  
 GENERAL FORWARDING AGENTS  
 Eastern Steamship Co., Maine Steamship  
 Co., Grand Trunk Ry.  
 Special attention to Carload Consignment.  
 FRANKLIN WHARF.

PORTLAND, ORE.

**NORTHWESTERN TRANSFER**  
**COMPANY,**  
 64 and 66 Front St.  
**General Forwarding Agents,**  
 Special Attention Given To Pool Cars.

ROCKFORD, ILL.

**Red Line Transfer & Storage.**  
 M. H. LORDEN, Prop.  
 We Store, Pack and Ship Household Goods  
 on Short Notice. Pianos a Specialty.  
 Local Agents of the American Forwarding Co.  
 OFFICE: 318 S. Main St. WAREHOUSE: 206-214 N. Water St.

SAN ANTONIO, TEX.

**HENRY C. RIPS,**  
 304 EAST SIDE ALAMO PLAZA.  
 Piano, Furniture Moving, Packing,  
 Storing; Correspondence Solicited.

SCRANTON, PA.

**G. W. Brown**  
 Office: Lackawanna and Cliff Streets,  
**DRAYMAN AND RIGGER.**  
 Largest and Most Complete Warehouse in  
 N. E. Pennsylvania.  
 STORING, TRANSFERRING AND FORWARDING

ST. LOUIS, MO.

**COLUMBIA TRANSFER CO.,**  
 Special attention given to the  
 distribution of car load freight.  
 Depots: St. Louis, Mo., & East St. Louis, Ill.

ST. LOUIS, MO.

**ST. LOUIS**  
**Transfer Company,**  
 400 South Broadway,  
 Agents for All Railroads Terminating at  
 East St. Louis and St. Louis.

TOLEDO, OHIO.

**The Toledo Warehouse Co.**  
 "Quick Shippers"  
 Agricultural Implements, and all kinds  
 of Merchandise, transferred and stored.  
 Three Warehouses on the  
 Toledo Terminal Railroad Co.

TRENTON, N. J.

**PETRY'S EXPRESS**  
 Piano and Furniture Movers.  
 Heavy Trucking and delivery  
 work of every description.  
**AUTOMOBILE MOVING VANS.**  
 320 E. STATE ST. L. D. Phone 451.

**DEBO**  
**TRANSFER**  
**COMPANY**

**MOVING**  
**CARTING**  
**STORAGE**  
**BUFFALO, N.Y.**

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## One Cent a Week

Is the cost per horse for electric current for operating this direct connected Oat Crusher.  
**We Challenge** any one to show equal economy,

### GIBSON OAT CRUSHERS GIBSON CORN CRACKERS

**Guaranteed** to save you 15 per cent. on your feed bill, and improve the condition of your horses.

Furnished complete, including Steel Platform as shown.

**Can We Do It?**—Ask the man who owns one.

**Hundreds in use all over the United States and Canada.**

**Built in all sizes** suitable for any stable from twenty horses up.

**Any one can install them.** Noiseless Rawhide Motor Gears

**Requires less power and costs less to maintain.** Guaranteed for a lifetime. Can be operated in any stable.

**Try One.** Costs you nothing should we fail to "deliver the goods."

We are the originators of Crushed Oats Horse Feed.

### Gibson Oat Crusher Co.

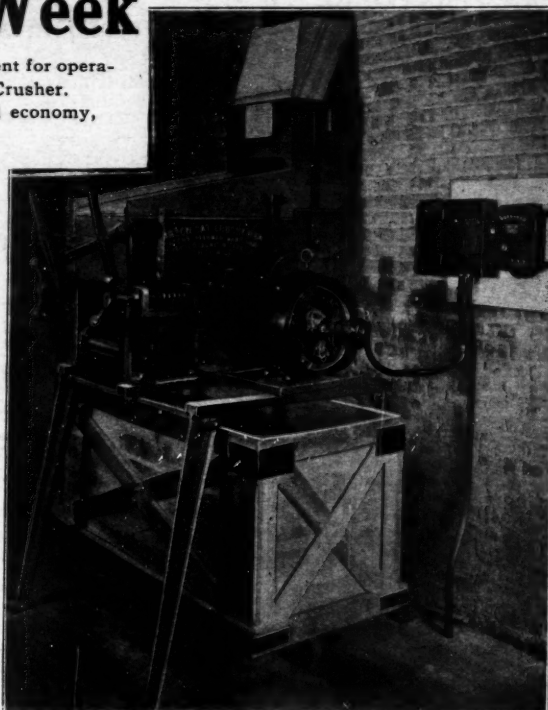
Patentees and Sole Manufacturers.

1530-1532 McCormick Building,  
 CHICAGO, U. S. A.

### GEO. DRAKE SMITH CO.

Eastern Sales Agents,

1161 BROADWAY, NEW YORK.



Patented June 8, 1909. Write for Catalogue F.

**AGENTS WANTED.**

## ST. LOUIS TRANSFER COMPANY,

ST. LOUIS, MISSOURI,

Agents For All Railroads Terminating at East St. Louis and St. Louis.

**GENERAL RECEIVERS AND FORWARDERS,**

**RECONSIGNMENT AND DISTRIBUTING AGENTS,**

**EXTENSIVE STORAGE WAREHOUSES,**

**PASSENGER VEHICLES TO AND FROM UNION STATION,**

**BAGGAGE CHECKED FROM RESIDENCES AND HOTELS,**

**BAGGAGE AGENTS ON ALL INCOMING TRAINS.**

**General Office: 400 SOUTH BROADWAY,**


**Passenger Office: 506 CHESTNUT STREET.**

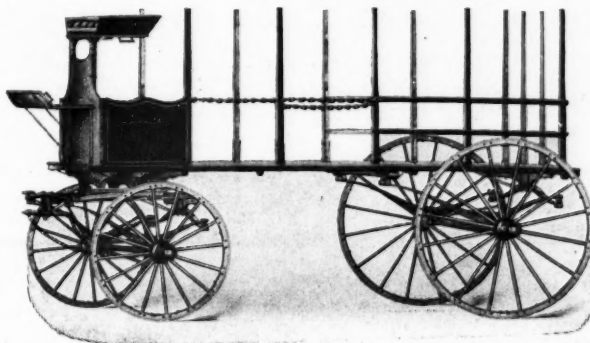
**G. J. TANSEY, PRESIDENT AND GENERAL MANAGER.**

*You will favor the advertiser if you say you saw it in*

**TEAM OWNERS REVIEW**

THE TEAM OWNERS REVIEW.

<b>CAPITAL</b> <b>\$600,000.00</b>		<b>SURPLUS</b> <b>\$700,000.00</b>
<b>THE NATIONAL</b>		<b>LINCOLN BANK</b>
<b>Pittsburgh, Pa.</b>		
HENRY W. OLIVER BUILDING		
This is an age of coöperation. The strength of a Bank increases with added patronage. Our readiness and ability to <u>serve you</u> constitutes our claim for <u>your patronage</u> .		
Let us coöperate in fostering <u>your interests</u> .		
<b>RESOURCES 6 3-4 MILLIONS</b>		
WE HAVE A SPECIAL PROPOSITION ON TIME DEPOSITS.		



**DO IT NOW!**

Write for Catalog No. 40 which includes the

**SYCAMORE LINE OF  
Stake Trucks**

—AND—

**Express Wagons**

**SYCAMORE WAGON WORKS**

112 Garden Street, De Kalb, Ill.

**\$15.00** For a **BILGER PIANO TRUCK**

**SELF-LIFTING and ROLLER-BEARING**

**WEIGHT 55 LBS.**

**HUNDREDS OF USERS TESTIFY  
BEST BY TEST**

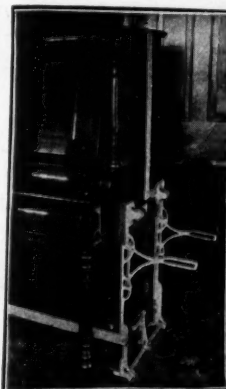
**15 Days' Trial.**

**YOUR MONEY REFUNDED  
IF NOT SATISFACTORY**

**BILGER MFG. CO.**

Ask for  
Catalog.

**TRUCKS AND SUPPLIES SOUDERTON, PA.**



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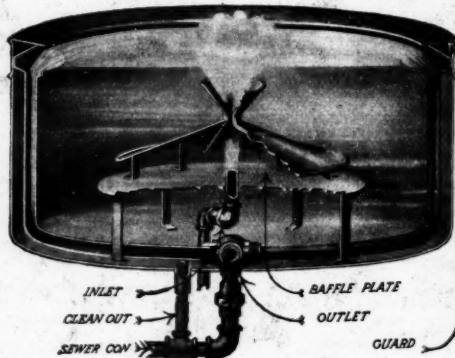


THE TEAM OWNERS REVIEW.

Quimby's Glander and Distemper Proof  
**WATERING TROUGH**  
FOR STABLE AND STREET.



**Positive Protection Against Glanders**



A simple, absolutely effective device, the use of which will unfailingly prevent the spread of contagious diseases. It saves its cost many times over.

**For Stable Use: Price \$75.00.**

**W. D. QUIMBY,**  
Inventor and Manufacturer,  
79 Portland St., Boston.

**THOMAS F. MCCARTHY,**  
Representative,  
85 Walker St., New York City.

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